

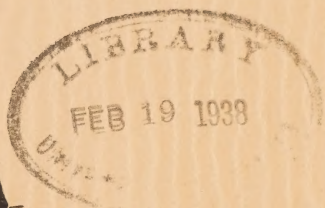
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Canada. Saint John Harbor Commission
Report

Government
Publications

1929

**THE
SAINT JOHN
HARBOR COMMISSIONERS**



Annual Report
1929

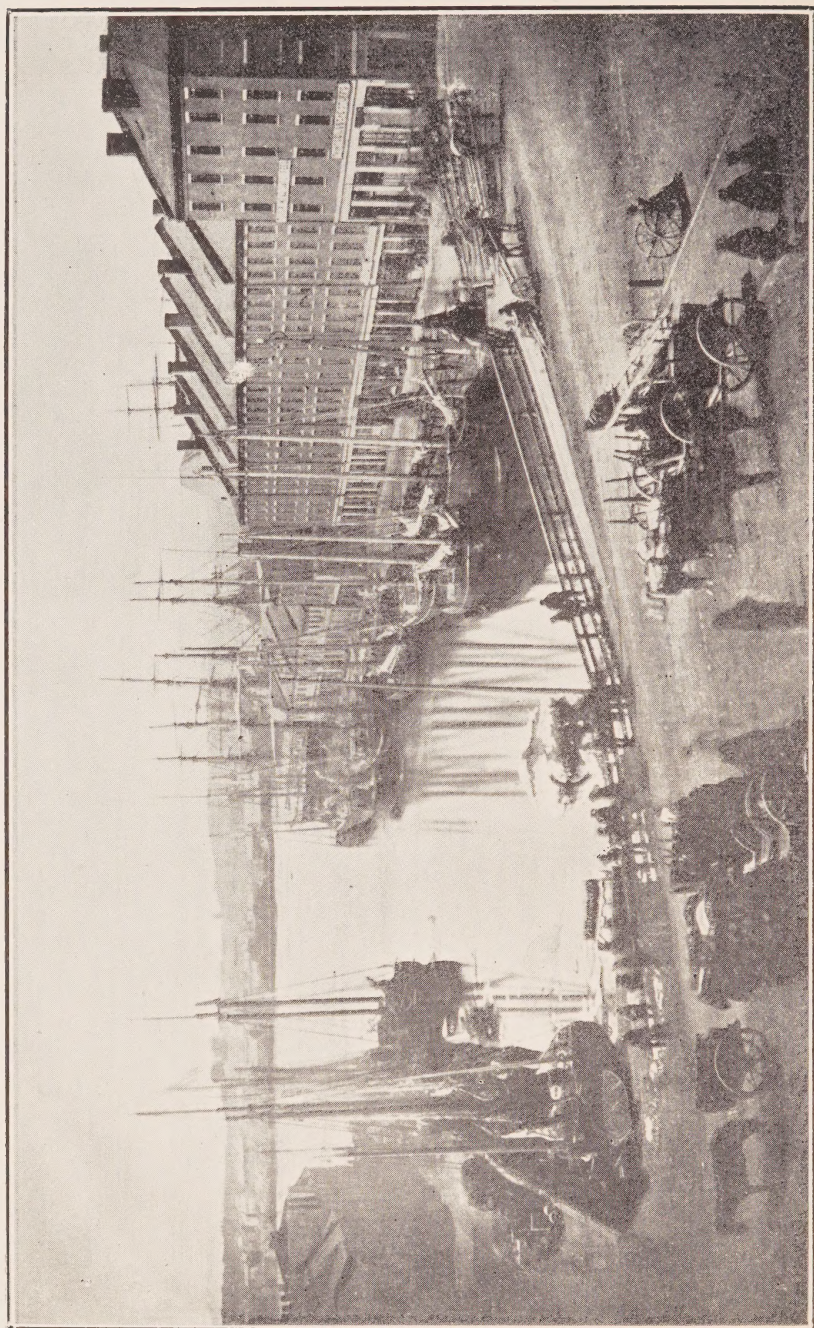
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REPORT
OF THE
Harbour Commissioners
OF
Saint John
For the Year 1929



SAINT JOHN, N. B.
BARNES & CO., LIMITED
1930



MARKET SLIP ABOUT 1860

COMMISSIONERS

W. E. SCULLY, Chairman

R. T. HAYES


B. M. HILL

OFFICIALS

ALEX. GRAY, M.INST.C.E., General Manager and Chief Engineer

F. D. ALWARD, Harbour Master

R. N. M. ROBERTSON, Chief Accountant



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SAINT JOHN HARBOUR COMMISSIONERS

SAINT JOHN, N. B.,
March 1, 1930

THE HON. P. J. A. CARDIN, M. P., P. C.,
Minister of Marine and Fisheries,
Ottawa, Canada.

SIR:

We have the honour to submit herewith report of
the Saint John Harbour Commissioners for the year ending
December 31st, 1929.

We have the honour to be, Sir,,

Yours obediently,

W. E. SCULLY, President,
R. T. HAYES, Commissioner.
B. M. HILL, Commissioner.



SAINT JOHN CITY AND HARBOUR, 1815

Report of the Harbour Commissioners of Saint John

For the Year 1929

The results of the operation of the port of Saint John during 1929 were most encouraging. A comparison of the statistics covering imports and exports, and vessels arriving and departing, during the year, will show a very decided increase over the previous year. The arrivals and departures of trans-Atlantic vessels have surpassed all past records, the number of the deep sea class, one thousand two hundred and eighty-two, being three hundred and fourteen more than in 1928.

During the busy shipping season, as in the past, considerable congestion, and consequent delays to shipping, was experienced. This condition, unfortunately, can only be remedied when the new piers, one of which is now under construction, are completed.

The gradual annual increase in traffic fully justifies the action of the Board in preparing plans and proceeding with the construction of new piers, which will practically double the present available facilities. The new work, when completed, will comprise two piers, each twelve hundred and fifty feet in length by three hundred feet in width; one quay wall, twelve hundred and fifty feet long, a total berthing space of six thousand two hundred and fifty feet, with a depth of thirty-five feet below low water; and a grain elevator of three million bushels capacity. The piers will be equipped with modern fire-proof transit sheds, with grain conveyor galleries on each pier. There will be constructed on the piers, adequate railway sidings serving the transit sheds and face of piers. Provision will be made for industrial warehouses, which will also be served with railway sidings.

GRAIN SHIPMENTS

The quantity of grain shipped during the winter season far exceeded all previous comparative periods. For the first four months of the year, upwards of fifty per cent. more grain was

shipped than in any other comparative period. Unfortunately, owing to the wheat marketing conditions, there were practically no shipments in November and December, which accounts for the total not exceeding that of the previous year.

BANANA TRADE

An important addition to the shipping of the port was inaugurated by the United Fruit Company's importation of bananas. This company decided, when the Dominion Government removed the duty of fifty cents a stem on bananas grown in British possessions and imported direct into Canada, to make all their Canadian shipments through Canadian ports. After examining the conditions at other ports, they decided that the facilities offering at the port of Saint John were most suitable for their requirements, and accordingly a weekly service was inaugurated, the first United Fruit boat, with upwards of thirty thousand stems of bananas, entering the port on the 9th of May. This service, after being in operation for a very short time, was found quite inadequate for the trade, and the company was therefore obliged to increase the service to two boats a week. These were continued on a regular sailing schedule until the winter set in, the last boat arriving on the 28th of November.

In addition to bananas, grapefruit, cocoanuts and other produce of the West Indies were imported. While the return cargoes have been light, the trade gradually increased, and it is anticipated that eventually an important market with the West Indies will be developed.

MARINE INSURANCE AND THE INCLUSION OF SAINT JOHN IN THE NORTH ATLANTIC CHARTERING RANGE

Canadian Atlantic ports have, in the past, been at a great disadvantage in competition with American ports to the south, chiefly on account of extra marine insurance rates on hulls and cargoes, and also due to not being included in the North Atlantic Chartering Range.

Repeated efforts have, for a number of years, been made by various government authorities and shipping interests to have



LOADING FREIGHT CARS WITH BANANAS

this discrimination eliminated. The first relief was obtained in 1925, when on representations made by the Imperial Shipping Committee, the Joint Hull Underwriters reduced the additional insurance premium on hulls to the port of Saint John by one-half. While this reduction in the insurance rate was a measure of relief, it was felt that Saint John was still seriously handicapped in competition with American ports.

During the month of February, Mr. Gray, General Manager, appeared in London before the Imperial Shipping Committee, and the Joint Hull Underwriters, in order to present the case of the port of Saint John.

At the various conferences in London, there were submitted complete statements of the large improvements made in Aids to Navigation in the Bay of Fundy, together with statistics showing the absence of wrecks over a period of years, and the very large and important part the Port of Saint John takes in handling the bulk of the overseas Canadian tonnage during the period when the ports of Montreal and Quebec are closed.

The Imperial Shipping Committee was impressed with the claims presented on behalf of the port, and it accordingly strongly recommended to the Institute of London Underwriters, the Liverpool Underwriters Association and Lloyds Underwriters Association that the additional insurance premium on hulls to the port of Saint John should be eliminated, the result being that the Joint Hull Committee added the following note to the North American Agreement (1929).

“No additional premium to be charged for vessels calling at Saint John, New Brunswick, if properly fitted with and equipped for the use of wireless direction finding apparatus.”

This would appear to be, meantime, a reasonable settlement of the question, as practically all vessels today are equipped with wireless direction finding.

There only now remains, in order that this port may be on a parity with other Atlantic ports to the south, the inclusion of Saint John in the North Atlantic Chartering Range.

The term “North Atlantic Range” is used in chartering tramp vessels for carrying grain, the principal advantage being

that the charterer has the option of specifying any port within the range at which he wishes to load. The Canadian Atlantic ports are not included in the "North Atlantic Range." The ports included originally were all ports south of Boston. Subsequently, Boston and Portland were added. It is most essential that ports, to be included in the range, must be on a parity both as regards risk of demurrage and working expenses in the port.

It is very difficult for a Canadian port, which relies for revenue entirely upon steamship services, to reduce or eliminate rates to meet the competition of American ports, which are, in a large number of cases, controlled or subsidized by railway companies operating on a highly competitive basis.

It would appear, therefore, that until our extensive construction programme is completed, and ample accommodation provided for any likely seasonal increase in shipping, the question of being admitted to the chartering range will have to be left in abeyance.

The successful result of the negotiations in London is largely due to the valuable assistance and advice given by the Honourable Peter C. Larkin, High Commissioner, who personally attended all the meetings of the Imperial Shipping Committee.

GENERAL REPAIRS

In addition to the usual general repairs to the wharves and sheds, etc., considerable renewals were made. The rubber belting in conveyor galleries Nos. 5, 6 and 15, for a length of three thousand and forty-five feet, was renewed, and the mechanical equipment in these galleries overhauled and put in first-class working condition.

The fittings in the major portion of the cattle shed were removed, concrete floor put down, and the shed put in condition for the storage of fertilizer. This extra storage very largely did away with the congestion experienced in previous years in the handling of fertilizer through the port.

At Long Wharf, a two story addition was made, providing offices for steamship companies, rest rooms and other conveniences for the longshoremen. The offices are equipped with hot water heating, and this improvement goes a long way towards removing fire risk at this shed, as previously there

were several independent small offices, using open stoves for heating.

In order to provide suitable accommodation for the West Indies passengers arriving by the Canadian National Steamships, heated baggage and customs examining rooms for passengers, with offices at one end, were erected inside McLeod Shed. Previous to this accommodation being provided, the passengers and baggage were examined, at considerable inconvenience, in the open shed.

DREDGING

DEEP WATER BERTHS

Dredging was performed at the various Deep Water Berths on both sides of the harbour. This work was carried out during the months of June and July, and the total quantity dredged amounted to 61,000 cu. yds., giving a depth of 32 feet below low water at all the berths.

ENTRANCE CHANNEL

Surveys were carried on during the summer to ascertain the amount of dredging required to straighten and improve the harbour entrance channel. Plans and estimates have been prepared and recommendations made to the Department of Public Works to have the necessary dredging performed, in order that the above improvement may be carried out.

NEW FACILITIES

The work on Contract No. 1, for the construction of a pier, eight hundred feet long by three hundred feet wide, together with the necessary dredging, was continuously proceeded with during the year. The cofferdam, enclosing an area of approximately thirty acres, in order to do the necessary submarine rock excavation and build the pier in the dry, is practically completed. Up to the 31st of December, about five hundred thousand cu. yds. of earth and rock excavation, and four hundred thousand cu. yds. dredging have been performed.



WEST SAINT JOHN—SITE OF NEW PIERS IN FOREGROUND

Work on Contract No. 2, for the construction of the elevator, is well advanced. The concrete work is fully completed, and the receiving house, partially completed. The construction of the shipping house is being delayed until the completion of the cofferdam, so that the bulkhead wall of the new pier will be fully constructed before proceeding with this work.

On Contract No. 3, construction of conveyor gallery to No. 7, the work is 75% completed, and the galleries are expected to be in operation by the 1st of March, 1930.

Considerable progress has been made in the acquisition of the necessary properties required for the railway sidings and approaches to the new pier. A great number of the buildings, as acquired, have been demolished. This work, of necessity, is slow, as it takes some time for a large number of business and private dwellings to be replaced in some other section of the city.

HARBOUR BRIDGE

Plans have been prepared and negotiations carried on with the Canadian National Railways, the City of Saint John and other interested parties, for the construction of a joint highway and railway bridge across the harbour in the vicinity of Navy Island. This bridge will serve a dual purpose—it will give the Canadian National Railways access to the West Saint John terminals on a parity with the Canadian Pacific Railway, and it will also eliminate the harbour ferry, and thus make available for further development, the space now occupied by the ferry services.

LIEUTENANT-COLONEL ALEX. McMILLAN

The Commission sustained a heavy loss in the death of Lieutenant-Colonel Alex. McMillan, Commissioner. Colonel McMillan was appointed Commissioner at the inception of the Commission and served until his death, 25th June, 1929. Colonel McMillan having been, during his whole life time, very keenly interested in the public affairs of the city, and more particularly in the building up of the port and the development of trans-

Atlantic shipping, his advice on the organization and policy of the Board was most invaluable. The Colonel was most considerate and sympathetic in his relations with all with whom he came in contact, and his untimely death was a decided loss, not only to the Commission, but also to the various enterprises with which he was connected.

COMMISSIONER B. M. HILL

By order-in-council P. C. 2488 of 21st December, 1929, Mr. B. M. Hill was appointed Commissioner to fill the vacancy on the Board due to the death of Colonel McMillan.



SAINT JOHN HARBOUR ENTRANCE

DIMENSIONS OF WHARVES AND SHEDS

On the East, or City Side, of the Harbour:

	Length	Floor Area of Shed Sq. Ft.
Reed's Point Wharf	410 feet.....	
New Pier Wharf	380 "	18,766
Pettingill Wharf	400 "	25,693
McLeod Wharf	370 "	22,704
Long Wharf..	545 "	40,000

On the West Side of the Harbour:

Berth No. 1	380 feet.....	28,928
Berth No. 2	460 "	29,638
Berth No. 3	410 "	22,791
Berth No. 4	485 "	25,293
Berth No. 5	525 "	30,099
Berth No. 6 and 6 Ext., 1,083	"	50,382
Berth No. 7 and 7 Ext., 1,055	"	47,040
Berth No. 14	702 "	40,476
Berth No. 15	865 "	102,289
Berth No. 16	800 "	68,721

GRAIN ELEVATORS AND CONVEYORS

East Side of Harbour:

	Capacity	Conveyor Galleries
C. N. R. Elevator	500,000 bush....	1460 feet

West Side of Harbour:

C. P. R. Elevator "A"	600,000 bush.	
C. P. R. Elevator "B"	1,000,000 "	
	<hr/>	
	1,600,000 "	6150 feet

SAINT JOHN HARBOUR COMMISSIONERS
BALANCE SHEET AS AT DECEMBER 31, 1929

ASSETS

FIXED ASSETS:

Harbour Dredging.....	\$867,118.00	
Wharves, Piers and Basins.....	5,233,000.00	
Grain Elevator Conveyor System.....	429,800.00	
Electric Hoists.....	25,200.00	
Acquisition of Land.....	933,817.55	
Construction New Pier.....	709,597.26	
Conveyor Gallery.....	44,997.33	
New Elevator No. 1.....	625,002.89	
Motor Equipment.....	7,332.10	
	<u>\$8,875,865.13</u>	\$8,875,865.13

HOLDBACKS on Contracts.....	39,286.00
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CURRENT AND OTHER ASSETS:

Stock, etc., on Hand.....	\$22,036.30	
Accounts Receivable.....	33,182.00	
Cash on Hand.....	125.00	
	<u>\$55,343.30</u>	55,343.30

DEFERRED CHARGES:—Dredging Berths.....	18,266.84
--	-----------

PROFIT AND LOSS ACCOUNT: Operating Deficit:

Balance at January 1, 1929, Deficit.....	\$33,263.19	
Profit Year Ended December 31, 1929....	18,016.62	
	<u>\$15,246.57</u>	15,246.57
		<u>\$9,004,007.84</u>

SAINT JOHN HARBOUR COMMISSIONERS
BALANCE SHEET AS AT DECEMBER 31, 1929

LIABILITIES

BONDS:

City of Saint John.....	\$2,135,118.00	
Dominion Government.....	1,881,000.00	
	<u>\$4,016,118.00</u>	4,016,118.00

CURRENT LIABILITIES:

Bank Overdrafts.....	\$454,171.09	
Accounts Payable.....	53,393.57	
Accrued Bond Interest.....	60,325.18	
	<u>\$567,889.84</u>	567,889.84

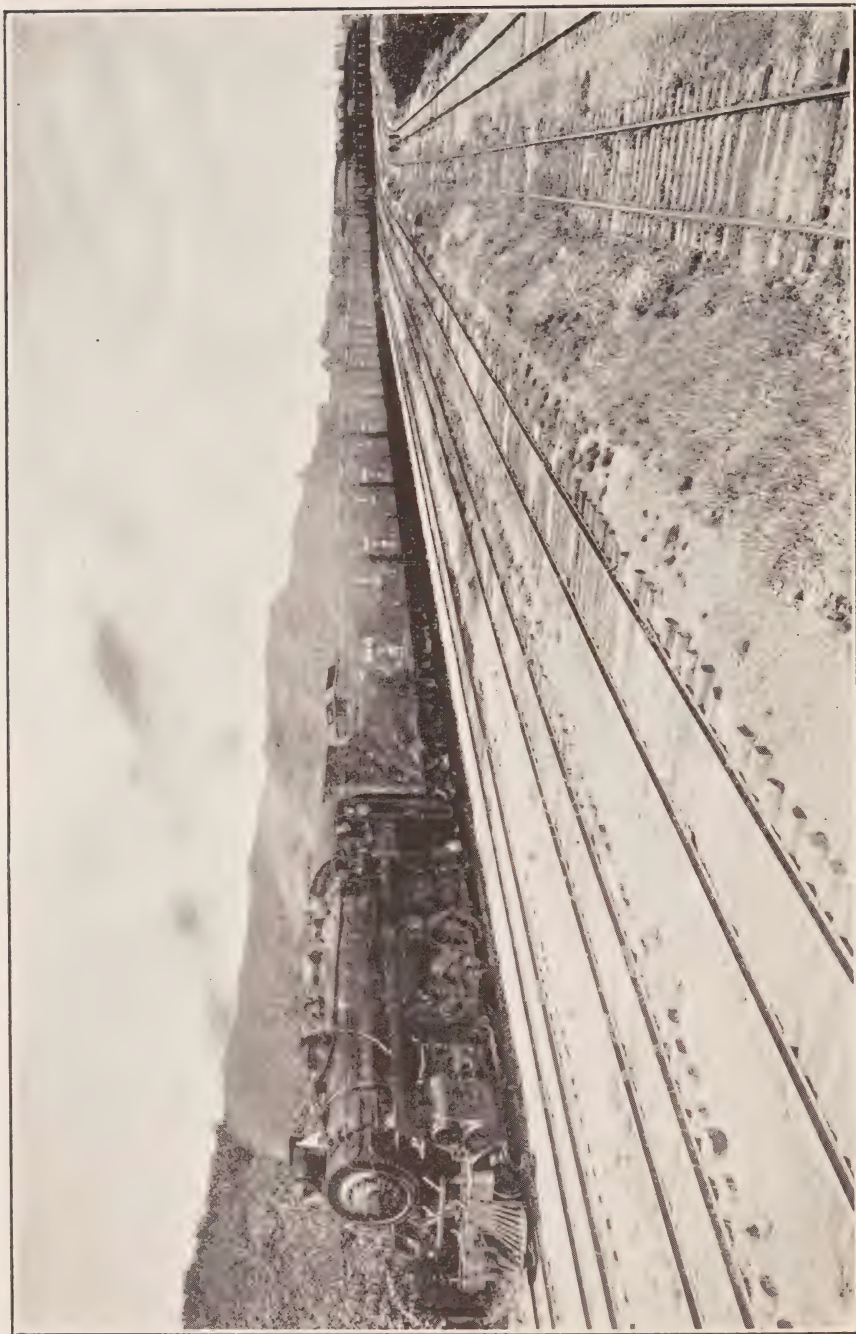
SURPLUS on taking over Government Wharves, etc.....		4,420,000.00
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\$9,004,007.84

I have audited the books and accounts of the Saint John Harbour Commissioners for the year ended December 31, 1929. I certify that, in my opinion, the above Balance Sheet is properly drawn up so as to exhibit a true and correct view of the financial position of the Harbour, according to the best of my information and the explanations given to me and as shown by the books of the Commissioners.

(Sgd.) ARTHUR E. COX,
Chartered Accountant.

SAINT JOHN, N. B.,
February 10, 1930.



BANANA SPECIAL LEAVING SAINT JOHN

SAINT JOHN HARBOUR COMMISSIONERS

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED

DECEMBER 31, 1929

OPERATING INCOME:

Wharfages.....	\$281,120.09	
Harbour Dues.....	19,246.25	
Harbour Railway.....	791.00	
Freight Hoists.....	405.00	
Rentals.....	30,491.91	
Grain Conveyor.....	9,762.64	
	<u>\$341,816.89</u>	\$341,816.89

OPERATING EXPENSES:

Sheds and Wharves.....	\$176,349.03	
Engineering Salaries.....	4,402.23	
Insurance.....	40.00	
Heating.....	3,779.54	
Telephones.....	1,801.99	
Motor Equipment Expense....	1,457.82	
Electric Crane.....	402.30	
Automobile Expense.....	2,305.93	
Workmen's Compensation.....	1,929.40	
	<u>\$192,468.24</u>	\$192,468.24

ADMINISTRATION EXPENSES:

Commissioners' Salaries.....	\$8,500.08	
Office Salaries.....	14,140.72	
Stationery and Printing.....	1,840.11	
Furniture, etc.....	341.26	
Rent of Offices.....	1,000.06	
Travelling.....	2,073.00	
Postage.....	149.91	
Entertaining.....	32.95	
Light	29.91	
General.....	3,871.45	
	<u>\$31,979.45</u>	\$31,979.45

INTEREST — Administration

On Bonds and Bank Loans.....	99,352.58	
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NET PROFIT — Year Ended December 31, 1929.. 18,016.62

	<u>\$341,816.89</u>	\$341,816.89
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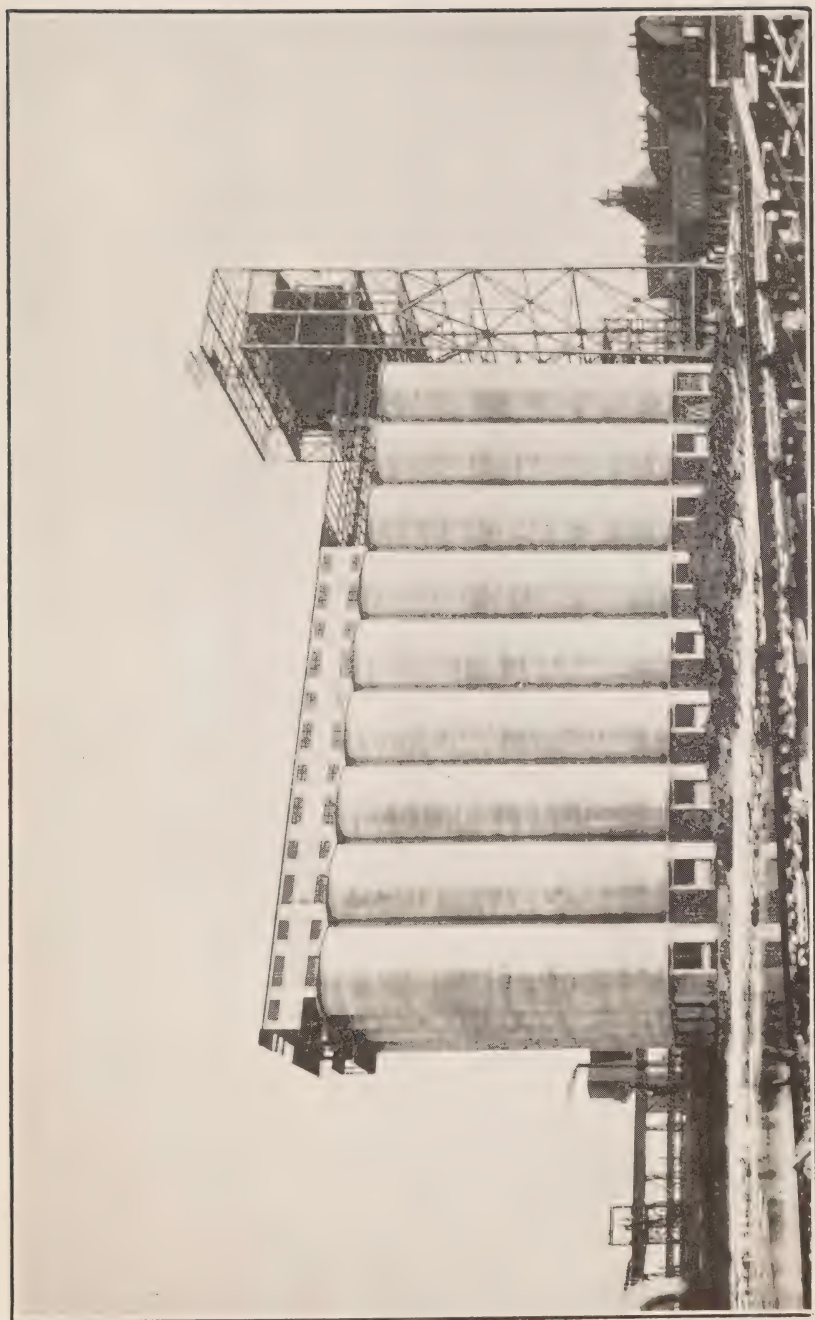
LIFTS BY CRANE, BERTH 15

1928

1928	2 to 5 Tons	Over 5 to 10 Tons	Over 10 to 15 Tons	Over 15 to 20 Tons	Over 20 to 25 Tons	Over 40 Tons
January.....					1	
February.....	36	11	9	10	3	
March.....	4	11	12	6		
April.....						
May.....						
June.....						
July.....						
August.....	1	7				
September.....						
October.....						
November.....						
December.....		1				
	41	20	21	16	4	

1929

1929	2 to 5 Tons	Over 5 to 10 Tons	Over 10 to 15 Tons	Over 15 to 20 Tons	Over 20 to 25 Tons	Over 40 Tons
January.....			1			
February.....		2	4	1		
March.....	2	6	2			
April.....						
May.....						
June.....						
July.....						
August.....						
September.....						
October.....						
November.....						
December.....	11	6	3		1	1
	13	14	10	1	1	1



NEW GRAIN ELEVATOR, SAINT JOHN WEST UNDER CONSTRUCTION

IMPORTS OVER THE SAINT JOHN HARBOUR COMMISSIONERS'
WHARVES JANUARY 1, 1929, TO DECEMBER 31, 1929

	Tons		Tons
Acids, Various.....	243	Lumber, soft.....	2
Aluminum.....	87	Machinery.....	8,220
Asbestos.....	26	Meats.....	132
Automobiles.....	324	Merchandise, General.....	65,085
Bananas.....	25,010	Molasses.....	10,436
Beans.....	286	Nutmegs.....	101
Bricks.....	1,680	Nuts.....	620
Canned Goods.....	1,599	Oil, Castor.....	107
Cheese.....	174	Cocoanut.....	29
Coal, Hard.....	109,426	Codliver.....	34
Coal, Soft.....	37,635	Cottonseed.....	46
Cocoa.....	2,767	Creosote.....	3
Cocoanuts.....	586	Fuel.....	47,100
Coffee.....	497	Kerosene.....	3,705
Confectionery.....	341	Linseed.....	2
Copper.....	94	Lubricating.....	221
Corn, Bulk and Bags.....	21,274	Olive.....	172
Cottons.....	6,096	Paper, Wall.....	552
Crockeryware, Earthenware,		Wrapping.....	635
Chinaware.....	6,893	Rice.....	117
Dates.....	917	Salt.....	4,970
Dry Goods.....	437	Seeds.....	1,653
Dyes.....	123	Soap.....	126
Fertilizers.....	24,755	Steel, Various.....	16,675
Fireclay.....	150	Sugar, Raw.....	108,036
Fish.....	196	Sulphur.....	5,898
Flour.....	6,365	Tea.....	4,569
Footwear, Various.....	464	Tiling.....	994
Fruits and Vegetables.....	3,448	Tin.....	3,381
Fullers' Earth.....	142	Tobacco.....	88
Gasoline.....	19,726	Toys.....	700
Glass, Window.....	13,771	Whiting.....	1,254
Hops.....	216	Woolens.....	6,468
Hosiery.....	437	Yarns, Various.....	2,810
Iron, Various.....	1,713		
Liquor.....	4,832		
Lumber, Hard.....	4,920		
		Total Tons —	59,2591

EXPORTS OVER THE SAINT JOHN HARBOUR COMMISSIONERS'
WHARVES, JANUARY 1, 1929 TO DECEMBER 31, 1929

	Tons		Tons
Acids, Various.....	4,108	Machinery.....	408
Aluminum.....	1,722	Meal (Fish).....	310
Apples.....	4,312	Meats.....	18,997
Asbestos.....	8,777	Merchandise, General.....	23,396
Automobiles and Access- ories.....	48,735	Milk, Canned.....	2,193
Beaverboard.....	1,026	Nails.....	1,610
Brooms and Brushes.....	167	Oil, Fuel.....	38,628
Canned Goods, Various.....	885	Codliver.....	122
Cereals.....	7,677	Paper (N. P.).....	28,690
Cheese.....	333	Wrapping.....	2,619
Coal, Bunker.....	7,759	Wall.....	49
Coffee.....	5	Piling, pieces...10,751	
Copper Matte.....	10,756	Potatoes.....	45,910
Fish.....	1,021	Pulpwood.....	2,560
Flour.....	83,587	Seeds.....	398
Footwear.....	4,997	Shingles.....	866
Grain.....	672,053	Shooks.....	145
Hay.....	11,135	Soap.....	219
Hops.....	1,686	Splints.....	1,549
Implements (Agric.).....	5,503	Sugar.....	20,303
Lard.....	19,019	Tea.....	237
Last Blocks.....	1,126	Timber, Heavy.....	3,982
Laths, Spruce.....	475	Tin, Various.....	135
Leather.....	143	Tobacco.....	1,115
Liquor.....	125	Woodpulp.....	17,737
Lumber, Hard.....	18,945		
Lumber, Soft.....	22,468	Total Tons—.....	1,150,723
		Piling Pieces—.....	10,751



CONVEYOR ON No. 7—UNDER CONSTRUCTION

THE NATIONALITIES AND NET TONNAGE OF SEA-GOING VESSELS
ARRIVING IN THE PORT OF SAINT JOHN,

1928

Nationality	No. of Vessels	Tonnage
American.....	64	148,361
British.....	192	751,823
Danish.....	19	25,990
Dutch.....	4	4,706
French.....	1	2,546
German.....	9	19,771
Greek.....	1	1,941
Italian.....	26	89,117
Norwegian.....	81	123,711
Swedish.....	13	14,784
	410	1,182,750

1929

Nationality	No. of Vessels	Tonnage
American.....	73	140,040
British.....	305	1,061,103
Danish.....	21	26,551
German.....	8	16,029
Greek.....	3	8,912
Italian.....	20	67,114
Norwegian.....	98	142,909
Swedish.....	7	8,005
Hondurian.....	1	1,864
Spanish.....	2	5,426
Japanese.....	1	4,254
	539	1,482,207

PORT OF SAINT JOHN
CUSTOMS RETURN OF INCOMING VESSELS

TRANSATLANTIC						COASTWISE		TOTAL	
No. of Vessels	Tons Register	Tons Freight	In Ballast		No. of Vessels	Tons Register	No. of Vessels	Tons Register	*Tons Freight
			No. of Vessels	Tons Register					
449	879,013	377,678	600	461,420	1,919	434,181	2,968	1,774,614	377,678
318	693,801	233,494	663	387,329	1,797	391,921	2,778	1,473,051	233,494
213	470,637	202,043	333	413,037	1,584	355,606	2,130	1,239,280	202,043
264	742,540	269,406	339	364,861	1,531	381,606	2,134	1,489,007	269,406
286	740,045	290,942	535	291,774	1,773	405,108	2,594	1,436,927	290,942
381	823,756	442,426	270	185,862	1,578	350,093	2,229	1,359,711	442,426
388	925,852	501,460	465	269,437	1,876	422,099	2,729	1,617,388	501,460
427	926,310	443,884	502	166,990	1,812	409,015	2,741	1,502,315	443,884
423	969,150	405,533	381	222,892	1,823	426,767	2,627	1,618,809	405,533
464	1,044,742	529,209	394	366,208	1,732	396,342	2,590	1,807,292	529,209
448	1,053,473	507,584	684	461,723	1,813	440,056	2,945	1,955,252	507,584
509	1,097,731	437,152	459	237,797	1,803	382,548	2,771	1,718,076	437,152
565	1,119,425	423,034	717	339,895	1,949	400,422	3,231	1,859,742	423,034

*Coastwise freight not available.

PORT OF SAINT JOHN CUSTOMS RETURN OF OUTGOING VESSELS

	TRANSATLANTIC				COASTWISE		TOTAL		
	No. of Vessels	Tons Register	Tons Freight	In Ballast		No. of Vessels	Tons Register	No. of Vessels	Tons Register
				No. of Vessels	Tons Register				*Tons Freight
1916-17.....	852	1,075,543	1,342,997	78	44,595	1,995	621,265	2,925	1,741,403
1917-18.....	803	876,756	1,577,769	73	41,451	1,872	533,975	2,748	1,452, 82
1918-19.....	438	772,466	1,173,740	64	50,668	1,588	378,872	2,090	1,202,006
1919-20.....	527	978,683	1,281,788	85	59,193	1,531	432,749	2,143	1,470,625
1920-21.....	679	851,802	843,068	107	61,398	1,826	542,112	2,612	1,455,312
1921-22.....	448	739,792	674,198	118	81,424	1,669	538,467	2,235	1,359,683
1922-23.....	662	955,756	894,540	125	70,161	1,921	587,617	2,708	1,613,534
1923-24.....	697	927,312	858,016	162	84,928	1,897	575,902	2,756	1,588,142
1924-25.....	585	961,545	822,462	122	66,815	1,932	602,198	2,639	1,603,558
1925-26.....	604	1,111,389	860,143	162	103,447	1,779	577,716	2,545	1,792,552
1926-27.....	749	1,404,972	1,204,974	206	112,104	1,976	616,641	2,931	2,133,717
1927-28.....	594	1,004,897	972,409	239	66,571	1,950	662,300	2,783	1,733,768
1928-29.....	868	1,054,554	1,277,466	194	101,839	2,112	713,914	3,174	1,850,307

*Coastwise freight not available.

(NOTE.—When a transatlantic vessel leaves Saint John to call at Halifax, it is “coastwise” and no record is kept by the Customs of the tonnage).

SUMMARY OF GRAIN HANDLED

RECEIPTS — Bushels				DELIVERIES — Bushels			
	Canadian Grain	American Grain	Total Receipts	Canadian Grain	American Grain	Total Deliveries	
1928 —							
January.....	1,198,441	2,571,032	3,769,473	1,071,382	2,652,331 40	3,723,713 40	
February.....	2,047,399	1,729,960	3,777,359	1,960,503	2,220,652	4,181,155	
March.....	2,689,348	1,579,211	4,268,559	2,670,136	1,787,058	4,457,194	
April.....	1,820,361	801,424	2,621,785	2,352,082	921,975	3,274,057	
May.....							
June.....							
July.....							
August.....							
September.....							
October.....							
November.....	358,796	706,680	1,065,476	5,600	75,900	81,500	
December.....	3,183,018/40	4,136,482	7,319,500/40	2,963,838/40	4,530,311	7,494,149 40	
	11,297,363/40	11,524,789	22,822,152/40	11,023,541/40	12,188,227 40	23,211,769 20	
1929 —							
January.....	3,681,524	5,393,219/30	9,074,743 30	3,688,159	5,233,625 30	8,921,784 30	
February.....	2,844,526/20	2,652,286/20	5,496,812 40	2,817,066 20	2,669,822 30	5,486,888 50	
March.....	2,115,820	2,198,428	4,314,248	2,099,233	2,400,552 30	4,499,785 30	
April.....	1,375,798/44	1,744,559/8	3,120,357 52	1,736,586/44	1,977,939/14	3,714,525 58	
May.....							
June.....							
July.....							
August.....							
September.....							
October.....							
November.....							
December.....	254,848	285,967	540,815	247,421	260,000	507,421	
	10,272,517/4	12,274,459/58	22,546,977 2	10,588,466 4	12,541,939 44	23,130,405 48	

SUMMARY OF GRAIN HANDLED—Continued

DELIVERIES												
RECEIPTS												
C. P. R. Elev. A.			C. P. R. Elev. B.		C. N. R. Elev.		Total Receipts		C. P. R. Elev. A.	C. P. R. Elev. B.	C. N. R. Elevator	Total Bushels
Cars	Bushels		Cars	Bushels	Cars	Bushels	Cars	Bushels				
1928—												
January.....	614	1,104,386	1,215	2,176,900	271	486,187	2,100	3,769,473	1,028,423	2,055,036	640,254/40	3,723,713 40
February.....	549	974,746	1,513	2,743,238	46	59,375	2,106	3,777,359	1,199,363	2,922,517	59,275	4,161,155
March.....	641	1,091,708	1,896	3,176,851			2,537	4,268,559	1,053,082	3,404,112		4,457,194
April.....	347	621,567	1,148	2,000,218			1,495	2,621,765	826,384	2,447,673		3,274,057
May.....												
June.....												
July.....												
August.....												
September.....												
October.....	253	447,267	238	435,719	112	182,490	605	1,065,476	81,500			81,500
November.....	1,138	2,008,648	2,682	4,647,755	426	663,097/40	4,246	7,319,500/40	2,093,059	4,565,899	835,191/40	7,494,149 40
December.....	3,544	6,248,322	8,692	15,182,681	855	1,391,149/40	13,091	22,822,152/40	6,281,811	15,395,237	1,534,721/20	23,211,769 20
1929—												
January.....	1,437	2,557,137	3,038	5,491,347	59	1,026,259/30	4,534	9,074,743/30	2,437,254	5,426,240	1,058,290/30	8,921,784 30
February.....	978	1,651,562	1,831	3,360,269	303	484,981/40	3,112	5,496,812/40	1,682,787	3,373,461	430,640/50	5,486,888 50
March.....	857	1,360,932	1,428	2,495,708	284	457,608	2,569	4,314,248	1,343,637	2,647,885	508,263/30	4,499,785 30
April.....	404	644,641	1,287	2,050,435	280	425,281/52	1,971	3,120,357/52	995,469	2,276,952	442,104/58	3,714,525 58
May.....												
June.....												
July.....												
August.....												
September.....												
October.....												
November.....												
December.....			283	540,815			283	540,815		507,421		507,421
3,676	6,214,272	7,867	13,938,574	92,62,394,131/2	12,469	22,546,977/2	6,459,147	14,231,959	243,299/48	23,130,405 48		



DOCKING THE MELITA



